In the Claims:

Please amend Claims 1-3, 5 and 7, and add new Claims 9-16 as indicated below. The status of all pending claims is as follows:

1. (Currently Amended) A method of manufacturing a radial tire for a construction vehicle, comprising:

~~having~~ a band making step of making one layer of a carcass layer that arranges numerous steel cords in parallel into a cylindrical band,

a wrapping step of wrapping at least one layer of a shape retaining layer on an outer peripheral side of the carcass layer that constitutes the cylindrical band, and

inserting a pair of bead cores on the outer peripheral side of the carcass layer such that one of said bead cores is spaced, in a widthwise direction, axially outside of each widthwise end portion of the shape retaining layer,

wherein said ~~at least one layer of a~~ shape retaining layer includes ~~arranging~~ numerous organic fiber cords arranged in parallel ~~is wrapped on an outer peripheral side of the carcass layer constituting the cylindrical band~~ such that the organic fiber cords cross the steel cords of the carcass layer when making the cylindrical band.

2. (Currently Amended) The method of manufacturing a radial tire for a construction vehicle according to claim 1,

wherein a ~~code~~ cord angle of the steel cords of the carcass layer to the circumferential direction of the tire is set in a range from 85° to 90°, and

wherein a width in the axial direction of the tire of at least one layer of the shape retaining layers is set in a range from 60% to less than 100% of a space between said bead cores disposed on both end portions of the cylindrical band.

3. (Currently Amended) The method of manufacturing a radial tire for a construction vehicle according to claim 2,

wherein the ~~code~~ cord angle of the steel cords of the carcass layer to the circumferential direction of the tire is set substantially equal to 90°, and

wherein at least two layers of shape retaining layers in which the organic fibers thereof to cross each other between the two layers are provided.

4. (Original) The method of manufacturing a radial tire for a construction vehicle according to any one of claims 1 to 3, wherein a crossing angle of the organic fiber cords relative to the steel cords is set in a range from 1° to 12°.

5. (Currently Amended) The method of manufacturing a radial tire for a construction vehicle according to claim 2,

wherein the shape retaining layers include a first shape retaining layer set to a width in the axial direction of the tire in a range from 60% to less than 100% of the space between the bead cores disposed on the both end portions of the cylindrical band, and a second shape retaining layer laminated on an outer peripheral side in a central region of the first shape retaining layer and set to a smaller width than that of the first shape retaining layer, and

wherein a crossing angle defined between the organic fiber cords of the second shape retaining layer and the steel cords of the carcass layer is set greater than a crossing angle defined between the organic fiber cords of the first shape retaining layer and the steel cords of the carcass layer.

6. (Original) The method of manufacturing a radial tire for a construction vehicle according to claim 5, wherein the width in the axial direction of the tire of the second shape retaining layer is set in a range from 15% to 45% of the space between the bead cores.

7. (Currently Amended) The method of manufacturing a radial tire for a construction vehicle according to any one of claims 5 and 6,

wherein a crossing angle of the organic fiber cords of the first shape retaining layer relative to the steel cords of the carcass layer is set in a range from 1° to 12°, and

wherein a crossing angle of the organic fiber cords of the second shape retaining layer relative to the steel cords of the carcass layer is set in a range from 30° to 70°.

8. (Previously Presented) A radial tire for a construction vehicle manufactured by the manufacturing method according to any one of claims 1 to 3, 5 and 6.

9. (New) The method of manufacturing a radial tire for a construction vehicle according to claim 1, wherein said shape retaining layer avoids uneven widening of said steel cords of said carcass layer without the use of a shape retaining auxiliary apparatus is manufacturing steps subsequent to said band making step and said wrapping step.

10. (New) A method of manufacturing a radial tire for a construction vehicle, comprising:

a band making step of making one layer of a carcass layer that arranges numerous steel cords in parallel into a cylindrical band,

a wrapping step of wrapping at least one layer of a shape retaining layer on an outer peripheral side of the carcass layer that constitutes the cylindrical band,

an inserting step of inserting a pair of bead cores on the outer peripheral side of the carcass layer such that one of said bead cores is spaced, in a widthwise direction, axially outside of each widthwise end portion of the shape retaining layer,

a shaping step of shaping the cylindrical band into a toroidal green tire that includes pulling both end portions of the carcass layer towards a central portion, expanding the central portion radially outward, and wrapping a belt layer and a cap tread layer on the central portion, and

a curing step of vulcanizing the toroidal green tire,

wherein said shape retaining layer includes numerous organic fiber cords arranged in parallel such that the organic fiber cords cross the steel cords of the carcass layer when making the cylindrical band, and

wherein said shape retaining layer avoids uneven widening of said steel cords of said carcass layer without the use of a shape retaining auxiliary apparatus during said inserting step, said shaping step and sais curing step.

11. (New) The method of manufacturing a radial tire for a construction vehicle according to claim 10,

wherein a cord angle of the steel cords of the carcass layer to the circumferential direction of the tire is set in a range from 85° to 90°, and

wherein a width in the axial direction of the tire of at least one layer of the shape retaining layers is set in a range from 60% to less than 100% of a space between said bead cores disposed on both end portions of the cylindrical band.

12. (New) The method of manufacturing a radial tire for a construction vehicle according to claim 11,

wherein the cord angle of the steel cords of the carcass layer to the circumferential direction of the tire is set substantially equal to 90°, and

wherein at least two layers of shape retaining layers in which the organic fibers thereof to cross each other between the two layers are provided.

13. (New) The method of manufacturing a radial tire for a construction vehicle according to any one of claims 10-12, wherein a crossing angle of the organic fiber cords relative to the steel cords is set in a range from 1° to 12°.

14. (New) The method of manufacturing a radial tire for a construction vehicle according to claim 11,

wherein the shape retaining layers include a first shape retaining layer set to a width in the axial direction of the tire in a range from 60% to less than 100% of the space between the bead cores disposed on the both end portions of the cylindrical band, and a second shape retaining layer laminated on an outer peripheral side in a central region of the first shape retaining layer and set to a smaller width than that of the first shape retaining layer, and

wherein a crossing angle defined between the organic fiber cords of the second shape retaining layer and the steel cords of the carcass layer is set greater than a

crossing angle defined between the organic fiber cords of the first shape retaining layer and the steel cords of the carcass layer.

15. (New) The method of manufacturing a radial tire for a construction vehicle according to claim 14, wherein the width in the axial direction of the tire of the second shape retaining layer is set in a range from 15% to 45% of the space between the bead cores.

16. (New) The method of manufacturing a radial tire for a construction vehicle according to any one of claims 14 and 15,

wherein a crossing angle of the organic fiber cords of the first shape retaining layer relative to the steel cords of the carcass layer is set in a range from 1° to 12°, and

wherein a crossing angle of the organic fiber cords of the second shape retaining layer relative to the steel cords of the carcass layer is set in a range from 30° to 70°.